

Masonic Temple

Weekly Calendar

MONDAY:
Leahli Chapter, No. 2, O. E. S.—Regular.

TUESDAY:
Honolulu—Second Degree.

WEDNESDAY:
Hawaii—Third Degree.

THURSDAY:
Honolulu Chapter, R. A. M. Regular, 8 p. m.
Oceania—Third Degree, 7:30 p. m.

FRIDAY:

SATURDAY:
Harmony Chapter No. 1, O. E. S.—Regular.

All visiting members of the Order are cordially invited to attend meetings of local lodges.

MARINE ENGINEERS' BENEFICIAL ASSOCIATION.
dially invited.

WM. MCKINLEY LODGE, NO. 8, K. of P.

Meets every 2nd and 4th Saturday evening at 7:30 o'clock in K. of P. Hall, cor. Fort and Beretania. Visiting brothers cordially invited to attend.

A. F. GERTZ, C. C.
F. E. KILBEY, K. R. S.

HONOLULU LODGE, 616, B. P. O. E.

Honolulu Lodge No. 616, B. P. O. E., meets in their hall, on King St. near Fort, every Friday evening. Visiting brothers are cordially invited to attend.

A. K. MURPHY, E. R.
H. L'ESPIRE, Sec.

OAHU LODGE NO. 1, K. of P.

Meets every first and third Friday at 7:30 o'clock, Pythian Hall, corner Beretania and Fort streets. Visiting brothers cordially invited to attend.

S. DECKER, C. C.
O. HEINE, K. of R. & S.

HAWAIIAN TRIBE NO. 1, I. O. R. M.

Meets every first and third Tuesday of each month in Fraternity Hall, 1 O. O. F. building. Visiting brothers cordially invited to attend.

HENRY A. ASCH, Sachem.
LOUIS A. PERRY, C. of R.

HONOLULU AERIE 110, F. O. E.

Meets on second and fourth Wednesday evening of each month at 7:30 o'clock, in San Antonio Hall, Vineyard street, near Emma. Visiting brothers are invited to attend.

WM. JONES, W. P.
J. W. ASCH, Secy.

HONOLULU LODGE NO. 800, L. O. O. M.

will meet in Odd Fellows' building, Fort street, near King, every Friday evening at 7:30 o'clock.

Visiting brothers cordially invited to attend.

AMBROSE J. WIRTZ, Dictator.
E. A. JACOBSON, Secretary.

A. BLOM,
Importer Fort St

Millinery
MILTON & PARSONS
Pantheon Bldg.
PHONE 3088 FORT STREET

THE VERY LATEST IDEAS IN
Spring Hats
Miss Power,
Millinery Parlors, Boston Block

K. UYEDA
1027 NUUANU STREET

HATS
Up-to-date Millinery and Men's Hats

ZEAVE

Received ex Lurline, the very latest in **WHITE SERGE TAILORED SUITS**; also **LINGERIE and LINEN TAILORED SUITS**. Now on display.

66-67-68 YOUNG BUILDING

BON TON HAT SHOP
HIGH-CLASS MILLINERY
Club Stables Block
MRS. E. E. DAVIS, Proprietor

WHEN YOU WANT TO

MOVE

BE MOVED BY MOVERS
CITY TRANSFER CO. (Jas. H. Love)

Shipping

(Additional Shipping on Page 5)

HONOLULANS BOOKED FOR PASSAGE IN WRECKED TITANIC

H. Hackfeld & Co. Represented White Star Liner at Th's Port—Lurline Returned From Maui Ports—Heavy Shipments of Sugar Received—Harpallion Fails to Get In Touch With Islands, Which Lends Color to Belief that the Vessel Carries Little or No Equipment.

The Paradise of the Pacific was to have been represented in the list of passengers to sail at an early voyage of the White Star liner Titanic, which has been reported by cable as colliding with a huge iceberg three hundred miles south of Newfoundland Point near Virgin Bank and in the direct path followed by icebergs on the general spring course.

H. Hackfeld & Co. represent the White Star Line in the Hawaiian Islands. Several well-known people were listed with the local agency for passage from New York to Great Britain, according to statements made this morning.

That all the passengers, officers and members of the crew were saved, as learned early this morning through subsequent cables is a subject over which local shipping men marvel much.

Those who profess familiarity with the Olympic, which is declared to be a counterpart of the newer and recently launched Titanic, say that the liner carried a crew of over 800, including officers and men.

The Titanic represented the very latest word in ocean-going leviathans. With a registered tonnage of 45,000, length 882 feet, breadth 92 feet, and height from keel to top of captain's house at 195 feet, the Titanic is said to have presented an imposing appearance.

The early reports telling of the explosions of the bulkheads caused local shippingmen to venture the prediction that the liner must surely sink. The Titanic had been fitted with fifteen water-tight bulkheads.

That thirteen hundred passengers were traveling on the vessel indicates that the liner was far from filling the vessel to her capacity of 2,500 passengers in the several classes.

Three million rivets were used in the construction of the huge vessel to make her staunch against heavy seas or obstruction such as she met with last night.

The heavy, reinforced double bottom it is believed must have proved a strong factor in keeping her afloat long enough for the rescue of the passengers and crew. This extends the full length of the vessel, varying from five to six feet in depth.

In the construction of the Titanic were incorporated all the latest features which go to make the newest liner a veritable floating palace. Eleven decks there were to care for passengers, crew, cargo and stores. A palm court, veranda, cafe, a golf deck with 18-hole course, gymnasium, sun parlor, telephone exchange, a dining-room seating 550 passengers at one time, salt-water swimming pool, tennis and handball courts, all added their mite to the luxuriousness of appointments.

The Titanic was on her maiden voyage on the New York-Plymouth-Cherbourg-Southampton run, the favorite English-channel route to England.

Transport Logan Steams for the Philippines.

A 24-hour stay at the port of Honolulu was accorded the 800 passengers, including officers, enlisted men and civilians, who are traveling from the mainland to the Philippines. The troops pulled away from Oceania wharf shortly after 3 o'clock yesterday afternoon, her passengers including 433 enlisted men of the Navy and Marine Corps, and 227 being Army recruits for regiments in the Philippines. There were no regular organizations on board. The officers, of whom 27 were Army and sixteen Navy and Marine, were mostly going to join commands now in North China.

Among the Manila passengers were several insular government employees, but most of the cabin passengers are officers returning to duty with their regiments or ships, assigned to the Far East. Major Dentler, Fifteenth Infantry, is the commanding officer.

Matson Steamer Movements.

The Lurline returned from Kahului this morning bringing three passengers and a large amount of sugar taken on at the Maui port destined for San Francisco. The Lurline will be dispatched at 6 o'clock tomorrow evening for the Coast, taking a fair-sized list of cabin passengers and a full shipment of sugar, sailing from Hackfeld wharf. The Wilhelmnia of the Matson Navigation line is due to arrive off port at an early hour. The vessel will berth at Hackfeld wharf and will be dispatched for Hilo on Thursday evening, taking a score or more passengers.

Homecoming of Inter-Island Steamers.

Rushing sugar to Honolulu for transshipment to the mainland, five steamers from island ports are today dis-

charging cargo, the vessels having arrived yesterday.

Nearly 6000 sacks of this commodity arrived from Kauai ports in the Kinan, The Mikahala, from Molokai and Lanai, added five hundred sacks.

The Maui, from Hanalei, is being discharged of 11,000 sacks, while the W. G. Hall, the regular Kauai packet, returned yesterday with the regulation 5500 sacks. The Likilike was another arriving vessel with 5600 sacks sugar, from Honolulu and way ports.

Politicians Book for Island Ports.

Three "twelve-island" steamers scheduled to sail for island ports tomorrow will carry many politicians, fresh from conventional conquests or defeats, to their homes.

The Mauna Kea will depart tomorrow morning at 10 o'clock with a big list of Hawaii folk. This vessel also will carry a number of tourists bent on viewing the volcano. The Kilanea, destined for Kona and Kau ports, is to get away at noon, taking a goodly list of passengers. The Kinan, for Kauai, and the Mikahala, for Maui and Molokai ports, are to sail at 5 o'clock in the evening.

Mongolia Also Has Mail.

There are six sacks of later mainland mail in the Pacific Mail liner Mongolia due to arrive in port on or about 8 o'clock tomorrow morning. This vessel has 480 tons freight from San Francisco for discharge here. The Mongolia is scheduled to sail for Oriental ports at 5 o'clock. A small number of passengers have thus far booked.

Departure for Kauai Tonight.

One inter-island steamer has been placed on the berth for departure for Kauai ports, in the packet Noeau. This vessel will take cargo including shipments of coal, lumber, fertilizer, and general merchandise only. The Noeau is to sail for the Garden Island at 5 o'clock.

Uncle Sam's Passengers No Longer Fumigated.

The War Department at Washington has at last decided that those passengers who are perforce of circumstance obliged to travel in Uncle Sam's troopships in the intermediate or steamer departments are no longer in dire need of fumigation before quitting the Philippine Islands.

Since American occupation of the "Faraway Islands" an obnoxious rule promulgated by superstitious officials at Washington has subjected thousands of enlisted men of the United States Army to the greatest inconvenience.

An American transport leaving Manila was obliged to steam to Mariveles quarantine station, remain there one day, during which time several hundred to a thousand steerage passengers were removed from the vessel. They were compelled to take a bath, while their effects were subjected to a thorough steaming and fumigation. By the rigid enforcement of this regulation soldiers returning to the States lost many valuable articles and the total loss amounted to the extent of thousands of dollars.

With the departure of the last transport from Manila the old order was wiped off the Quartermaster's slate, with much rejoicing on the part of the enlisted men of the Army.

Scientist or Sailor—Which?

The non-magnetic yacht Carnegie, operated for some years past in the various oceans under the direction of the Carnegie Institute at Washington, D. C., is without a skipper, or was at last reports received from Manila.

Science and seamanship apparently do not trod hand in hand on the bridge of the vessel which carries learned men conducting an investigation of terrestrial magnetism, of seas, tides, currents, and other matters essential to science, to say nothing of safe, sane and conservative navigation.

Captain F. S. McMurray has resigned his job as sailing-master of the Carnegie. It is alleged he will accept the post of skipper in a steamer in the Philippine island service.

In McMurray's case it is claimed that as he had been engaged as skipper of the Carnegie he intended to be such to the latter. The Carnegie, however, is said to have had her destinies guided by a scientist, while the sailing-master was nominally merely first officer.

It is predicted that it will be a difficult matter to find a deep-water seafarer willing to command under such condition.

WEATHER TODAY

Temperatures—6 a. m., 69; 8 a. m., 73; 10 a. m., 76; noon, 77; morning minimum, 66.
Barometer at 8 a. m., 30.11; dew point, 8 a. m., 57; relative humidity, 8 a. m., 57; absolute humidity, 8 a. m., 5.006.
Wind—6 a. m., velocity 4, direction N. E.; 8 a. m., velocity 7, direction N. E.; 10 a. m., velocity 14, direction N. E.; noon, velocity 10, direction N. E.
Total wind movement during 24 hours ending 8 a. m., 187 miles.
Rainfall for 24 hours ending 8 a. m., .05 inch.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Monday, April 15.
SAN FRANCISCO—Arrived, Apr. 14, 3 p. m., U. S. A. T. Sherman, hence April 5.
SAN PEDRO—Arrived, April 14, 8 p. m., Crown of Arragon, hence Apr. 4.
HILO—Arrived, April 14, 11 a. m., S. S. Enterprise from San Francisco.
YOKOHAMA—Sailed, April 13, S. S. Korea, for Honolulu.
AEROGRAMS.
S. S. MONGOLIA—Will arrive tomorrow (Tuesday) morning and dock at Alakea wharf from San Francisco and will sail for Yokohama at 5 p. m.

ODDS AND ENDS AT THE PORT

The Noeau for Kauai will sail at 5 o'clock this evening.

An Oriental mail is due to arrive here tomorrow by the Persia.

Three hundred tons coal are going into the Japanese liner Hongkong Maru during the stay at this port.

The Matson steamer Enterprise is reported an arrival at Hilo today.

The next mail from the Coast is to arrive tomorrow morning in the Wilhelmnia.

Less than fifty sacks of United States mail arrived for this port by the transport Logan.

The Pacific Mail liner Persia, to sail for San Francisco on Wednesday morning, will be given the mainland mail.

Five inter-island steamers reached home port yesterday, each well laden with sugar for transshipment to the Coast.

The Matson steamer Hyades was taking on sugar at Port Allen at the time of departure of the Kinan for Honolulu.

The death of a Japanese sailor on board the Nippon Maru while that vessel was en route to the Coast is reported.

A score or more tourists have booked passage for Hilo and the volcano in the Mauna Kea, sailing at 10 o'clock tomorrow morning.

One of the distinguished passengers in the Logan was Commander R. E. Coonts, who is the newly appointed Governor for the Island of Guam.

The Matson Navigation liner Wilhelmnia is to arrive from San Francisco tomorrow morning and will be dispatched for Hilo at 5 o'clock Wednesday evening.

The United States naval supply steamer Glacier is expected to arrive from the Coast today. The Glacier will take on two hundred tons coal during the brief stay here.

Natally-attired young ladies are to supersede men as wireless operators in steamers plying the Pacific which use the United Wireless equipment, if the plans of General Manager Armstrong properly mature.

A singular coincidence brought to light this morning with the reported foundering of the White Star liner Titanic is that twenty years ago to almost the month and day, the White Star freight-carrier Naronic, sailing from England on her maiden voyage, collided with a steamer and went down with much loss of life. The vessel met disaster off the Newfoundland banks and at that time was considered the largest vessel of her class afloat.

ARRIVED

Sunday, April 14.
Maui, Molokai and Lanai ports—Mikahala, strmr., a. m.
Kauai ports—W. G. Hall, strmr., a. m.
Hanalei ports—Maui, strmr., a. m.
Hawaii ports—Likilike, strmr., a. m.
Kauai ports—Kinan, strmr., a. m.
Monday, April 15.
Kahului and Mahukona—Lurline, M. N. S. S., a. m.

DEPARTED

Sunday, April 14.
Manila via Guam—Logan, U. S. A. T., 3 p. m.

PASSENGERS ARRIVED

Per Jap. strmr. Hongkong Maru, Apr. 15, from Central and South American ports—John Hume, Mrs. Hume, Alfredo Okokhorat, wife and son.
Per M. N. S. S. Lurline, from Kahului, April 15—Mr. and Mrs. Ben Williams, George P. Castle.

Everything in the printing line—Bulletin, Alakea street.

W. C. PEACOCK & CO., LTD.

FAMILY TRADE
WINE AND LIQUOR MERCHANTS
Merchant, Near Fort

SEA-SERPENT MAY STILL ROAM DEEP SEAS AROUND HONOLULU

When a deep-sea skipper came into Honolulu the other day with the story that he and the mate had sighted a sea-serpent somewhere between fifty and one hundred and seventy-five feet long, there were smiles along the waterfront. However, there is plenty of scientific backing for the sea-serpent yarn, and science has recently been discovering a lot of things about the alleged snake of the vasty deep.

It may not be a snake. Indeed, it is much more likely to be either a mammal or else a monstrous species of fish, native to marine abysses, which occasionally makes its appearance on the surface of the ocean.

There seem to be strong reasons for the surmise that it may be a zeuglodon—a huge mammal supposed to be extinct, but which may yet survive for all that the naturalists know positively to the contrary. Within comparatively recent times, geologically speaking, it was a species extremely numerous along our coasts, and in all important respects it answered descriptively to the sea serpent.

Still Meander in Deep
It is entirely possible that zeuglodon, though relatively rare, may still exist; and, if so, their occasional appearance would fully account for the stories of the sea serpent—many of which, it should be realized, are so well authenticated as to be lifted altogether out of the class of mere marine yarns.

The most authoritative of all published works on deep sea creatures, a Smithsonian monograph by Drs. Goode and Bean, says: "It cannot be doubted that somewhere in the depths of the seas are living certain animals, unknown to science, and of great size, which come occasionally to the surface and give a foundation to such stories as those of the sea serpent."

Has Long Tail.
The zeuglodon, although a mammal and related to the whale, has (if it survives today) an enormously long tail. So elongated is the creature that it must have the appearance of

a gigantic serpent as it swims along at the surface of the sea. Very likely (if it still exists) it has a mane of long hair—corresponding in this respect to descriptions of the sea serpent. The head is four feet in length, and on either side of the body in front are great flippers or swimming paddles.

Assume the survival of the zeuglodon, and we have in effect a sea serpent—an animal seventy feet or more in length and of an extremely ferocious aspect. The hardest mariners might well be startled by its appearance. In truth, the creature must in all its time have been a veritable tyrant of the ocean—ferce, active, and predatory; its jaws armed with huge carnivorous teeth. Presumably it fed upon fishes and porpoises.

Recently a skeleton of a fossil specimen has been mounted and set up in the National Museum at Washington, where it attracts more attention than any other object there on exhibition. The chest is relatively small, but the tail is immense. Judging from the shape of the skull, it is evident that the muscles for biting must have been very powerful. The head is shaped like that of an alligator, but the snout comes to a sharp point. Like an alligator, too, are the eight front teeth in each jaw—sharp, strong, and canine-like, as if meant for seizing and tearing. Back of these is a series of flat teeth, with saw-like edges, for cutting.

Formidable Creature.
On the whole the animal in life must have had a remarkable serpent-like appearance. So formidable was it that one is at a loss to imagine what marine creature could have successfully competed with it for the mastery of the seas. If it be really extinct, the species has certainly left no descendants; but why it should have disappeared science is unable to explain.

The finding of zeuglodon bones in large quantities along the South Atlantic and Gulf coasts seems to prove

that these animals were inhabitants of the seas of warm latitudes. Supposing that some of them still survive, they would be likely to come further north during the warm season of the year—a theory accounting for stories of the appearance of the sea serpent in North Atlantic waters in the summer months.

How numerous they formerly were may be judged from the fact that in some places in Mississippi and Alabama the bones occur in quantities sufficient to interfere actually with agricultural operations. On one farm in the latter State belonging to Judge Creagh fossil zeuglodon remains were so plentiful that it was deemed expedient to pile them in heaps with brushwood and burn them in order to get rid of them.

Plenty of Bones Left.
In many localities they may be dug up with spade and pickaxe. The conditions under which they are found show that they were washed up on ancient beaches, where they became buried under sand or soil. Usually they were deposited in shallow water, as shown by the way in which they have been thrown about and cast into heaps. If the water had been deep they would have been much better preserved.

Doubtless the huge animals when they died drifted ashore, where their bones found a final resting place. But, owing to the circumstances described, it is today almost impossible to procure a fossil specimen that is anything like complete. The one newly mounted at the National Museum consists of parts of two individuals, and these have been helped out to some extent by anatomical contributions of paper mache—the latter composed of paper money pulp from the Government paper mills.

By the Inter-Island steamer Kinan the sugar report for the Island of Kauai was received as follows: MAK 35,125, G&R 2898, MeB 51,008, KSCo. 6060, GS 21,236, VK 750, KSM 2150, WP 17,930 and LP 31,236 sacks.

In Chicago it has been found necessary to enact an ordinance regulating the character of electric signs. It is required that all signs shall have the equivalent of one 16-candlepower lamp to each square foot of area.

ATTENTION YOU!

Our Sale will continue for Three Days More
MONDAY, TUESDAY, WEDNESDAY

Our headliner will be a big lot of

Ladies' Shoes

Regular price, - - - \$2.00 and \$3.00 a pair
Your choice while they last - 75c pair

All other Departments the prices are slashed in order to raise the money we must have.

Ginghams,
15 Yards for - \$1.00

Remember--the Last Three Days of this Great Sale

FIRST COME FIRST SERVED

Yee Chan & Co.,
Cor. King and Bethel Sts.